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Traffic Calming

Traffic Calming Measures

Descriptions and Pictures of Traffic Calming Devices and Techniques		
Devices and Techniques	Descriptions	Pictures
Bike Lanes	A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.	
Bulbouts/Neckdowns/ Chokers	Curb extensions at intersections that reduce curb-to-curb roadway travel lane widths.	
Center Islands	Raised islands located along the centerline of a roadway that narrow the width at that location.	
Chicanes/Lateral Shifts	Curb extensions that alternate from one side of the roadway to the other, forming s-shaped curves.	
Closures (Cul-de-sacs)	Barriers placed across roadways to completely close through vehicle traffic.	
Diversers	Barriers placed diagonally across an intersection, blocking certain movements.	
Education	Instructions given to the residents on safe on-street vehicle travel.	

		
Forced Turn Lanes	Raised islands located on approaches to an intersection that block certain movements.	
Median Barriers	Raised islands located along the centerline of a roadway and continuing through an intersection to block cross traffic.	
Police Enforcement	Involve employing the services of law enforcement agencies to impose the local safe vehicle laws, including those for posted speeds and traffic signal/signs.	
Realigned Intersections	Changes in alignments that convert T-intersections with straight approaches into curving roadways meeting at right angles.	
Roundabouts	Barriers placed in the middle of an intersection, directing all traffic in the same direction.	
Speed Humps	Rounded raised pavement devices placed across roadways to slow and/or discourage traffic	
Speed Tables/ Textured Pavement/ Raised Crossings	Flat-topped speed humps often constructed with a brick or other textured material to slow traffic	
Traffic Circles	Barriers placed in the middle of an intersection, directing all traffic in the same direction. Usually larger than roundabouts.	



Sources: Traffic Calming, Selected Practices, Lessons Learned and Reed Ewing, Rutgers University, Center for Urban Policy Research.

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